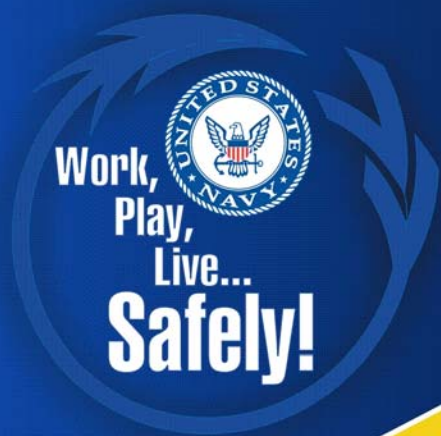


Navy Safety Campaign Plan 2005-2006



*The Commander's Guide
To Mishap Reduction*



Navy Leaders' Top Priority: Intrusive Leadership

As trusted leaders of the Navy, we must all be more aggressive in our approach to reduce mishaps across the board by 50 percent by the end of FY05. While the Navy team is making quantum leaps in technology and better managing its material and human resources, one area requiring more attention is safety. Leadership commitment, leadership courage, and leadership integrity are crucial to educating our Sailors about our unwavering commitment to supporting safety throughout the Department of the Navy. We must create a culture where safety is foremost in our thoughts while afloat, ashore, in the air, on liberty, and while on leave. We must think safety "24/7."

All of us—not just senior commanders, commanding officers, or officers in charge—must make risk management our number one priority as it ultimately preserves our irreplaceable human resources of Sailors and civilian workers. Every individual in any authoritative or supervisory position bears the responsibility of helping to "retool" the Department of the Navy's safety culture.

Our first step must be to remove our "traditional" rearview mirror. Too often we look at past accomplishments and accept the status quo, and far too often we stifle creative thinking. These behaviors may detract from our ability to identify and react to changing hazards. A unit's safety culture reflects the collective behavior of each member of that unit. Solid mishap reduction efforts drive improved combat readiness, and that is our business. Taking safety seriously will improve our ability to fight, and it requires leadership investment and resources.

Creating a new safety mindset requires more than just thinking outside the box. In addition to having a strategic plan, we must encourage innovation and not allow ourselves to be bound by convention. But, let us not confuse innovation with reinvention. Our innovation must be disciplined, and we must constantly ask ourselves, "What is possible?" We must identify and validate the capital investment required if we are to turn the corner on safety. While every expenditure must receive scrutiny, we must also appreciate the potential return on investment a robust safety program and culture will provide.



Gordon R. England
Gordon R. England
Secretary of the Navy



Vern Clark
Vern Clark
Admiral, United States Navy
Chief of Naval Operations



Terry D. Scott
Terry D. Scott(SS/AW)
Master Chief Petty Officer of the Navy

DASN(S) Safety Vision: “Mission First, Safety Always!”



My role as Deputy Assistant Secretary of the Navy (Safety) is to provide safety, occupational health, and fire protection policy, oversight, advocacy, and strategy for the Department of Navy to produce the following results:

- The Department of Navy safety culture is elevated to a level where risk management is an active and intrinsic process in all decisions made on and off duty.
- Safety is universally valued as enhancing operational readiness and successful mission accomplishment.
- The Navy and Marine Corps are undisputed global leaders in conducting effective and safe military operations.

These are lofty but attainable results. It will take strong leadership commitment, the perseverance of our safety and occupational health professionals, and a unified effort by our Sailors, Marines and DON civilians to realize these results.

In order to meet our goals of a 50% reduction in mishaps and accident rates by the end of FY05, we must concentrate on our efforts as a three-pronged approach:

- First, we must assume there is often a better way to do business, by getting our smartest minds together and ensuring we're performing in the most effective manner possible.
- Secondly, ensure solid resources are available to implement effective safety programs and initiatives.
- Thirdly, align our support and infrastructure for safety. Involve leadership at every level and integrate risk management into everything we do.

We're doing this by the establishment of the Navy and Marine Corps Safety Council; developing solid plans of actions; pursuing funding to do what's right; and implementing actions that will affect the safety and health of every Sailor, Marine and civilian within the Department of the Navy.

In the second year of Secretary Rumsfeld's two-year mishap reduction challenge, we are extremely fortunate to have the continued strong support and leadership of the Secretary of the Navy, the Honorable Gordon England, while we pursue, and exceed, our goals.

This Navy Campaign plan, as well as the plan laid out by the Marine Corps, will help us become a more ready, effective, and lethal combat force. By preserving resources we increase readiness. Preserving our most precious asset, our people, is crucial to winning the Global War on Terror. Keeping our people safe and healthy will ensure we do this.

Sail Safe / Semper Safe,



Connie K. DeWitte

Deputy Assistant Secretary of the Navy (Safety)



"We must all take an additional turn on our philosophy and in the way we approach safety as cultural change can only be realized with total leadership involvement throughout the chain of command."

— Admiral Mike Mullen, "Safety – A Cultural Change" Administrative Message, August 2004



A Message from Commander, Naval Safety Center



It would be overly simplistic to describe the Navy's safety campaign as aimed only at reducing mishaps. It is also to create a culture where safety is continuously in the forefront of our thoughts, on and off duty, and not thought of only in passing or after a major mishap.

Preventing mishaps is a top priority, particularly in light of our challenge to reduce mishaps by 50 percent by the end of FY05. While this is a daunting challenge, it is achievable. Everyone can play a part in getting the Navy's "Work, Play, Live...Safely!" message to every level of the Fleet. As leaders, we have to make every effort to change our existing safety culture and make safety an active—not passive—aspect of our work and play. We must impress upon our Sailors and civilians that safety is not just a tool, but a foundation of our combat readiness.

We face numerous challenges, and therefore, leaders must be involved at all levels. We must implement best business practices to make sure that safety is imbedded in our Sailors' and civilians' minds. This means educating our men and women from the time they enter the service and throughout their careers. We must judiciously fund safety programs to get the right money in the right place for the right results. We must consistently deliver and practice safety as a way of life.

Thank you for taking the time to make these valuable tools and resources an integral part in winning our battle against mishaps and losses.

RADM Dick Brooks, USN

Navy Safety Campaign Plan

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<i>What Can Leaders Do?</i>	<i>9</i>
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<i>Toward the Goal</i>	<i>15</i>
<i>Desired End State</i>	<i>Inside Back Cover</i>

What's the Problem?

Every day, Sailors safely and successfully perform a variety of hazardous tasks in support of our critical mission. As a result, many of our long-term mishap rates are decreasing. Nevertheless, preventable mishaps exact unacceptable costs in personnel and equipment (213 deaths and \$1.2 billion in FY04). In the first year of the two-year, 50 percent mishap-reduction campaign, the Navy did not meet several of its mishap-reduction goals. Some personnel may believe that mishaps are unavoidable and simply the cost of doing business. Some people think that mishaps only happen to other people and that precautions are time-consuming and unnecessary.

Navy Fatalities & Resources Lost During the 50% Mishap Reduction Campaign



Today, everyone must recognize that mishaps are an unnecessary waste of time and resources. Mishaps take our Sailors and civilian employees away from their units and workplaces. Mishaps diminish our readiness. There is just one way to do any task: by following the rules, recognizing hazards, and controlling risks. This approach will ensure that any losses are never due to our own errors, shortcuts or failures.

The two most critical elements in the campaign are operational risk management and intrusive leadership: Both must become part of our Sailors' mindset. Only by wholeheartedly embracing them can the Navy meet and exceed its 50-percent mishap-reduction goals.

An ORM mindset must be integral to everyone's daily routine on or off duty, at the command, at home, or on liberty and leave. Intrusive leadership—from top echelon commanders to deck plate Sailors—will make it happen since it will be intrusive leadership that will educate our men and women to think "risk management" when planning every task, no matter how small or large. A "24/7" ORM mindset will maximize positive results and minimize risk to self, others, equipment and property. Intrusive leadership must emphasize that, when equipment is destroyed or a Sailor is injured or killed, everyone is accountable, and readiness and national security are impacted.



Magnitude of Accidents

FY04 Navy mishaps resulted in:

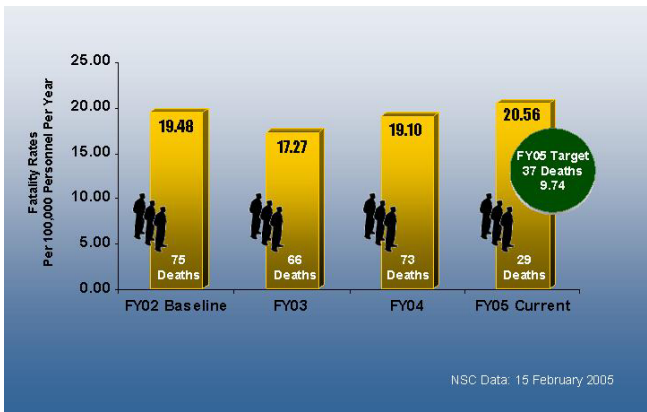
- 1 Navy death every 78 hours (3 days)
- 1 POV death every 120 hours (5 days)
- 1 Aviation death every 73 days
- 1 Active duty military injury every 6 hours
- 1.8 Military members hospitalized every day
- 11.33 Civilian man-years lost
- 1 Aircraft destroyed every 41 days
- \$1.28 million (approx.) a day in aviation losses

In a 12 Aug 2004 P4 VCNO established requirement for COs personally to brief Class-A mishaps and fatalities to 1st Flag Officer in their chain.

Areas of Greatest Impact on Navy Readiness

Our #1 Challenge

Navy PMV Fatality Rates



TOP CAUSAL FACTORS

When

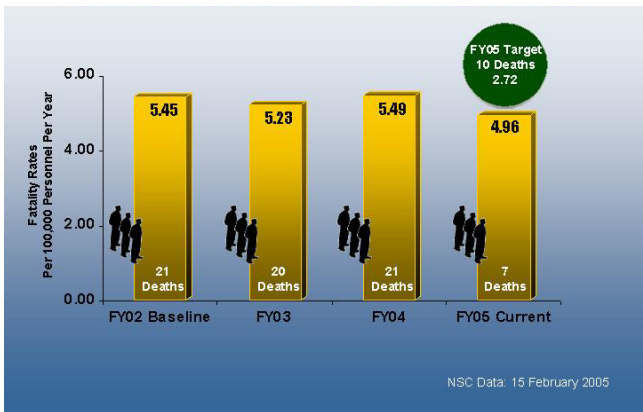
- Nighttime Driving
- Weekends

Why

- No Seat Belt Use
- Excessive Speed
- Alcohol
- Fatigue

Another Significant Problem Area...

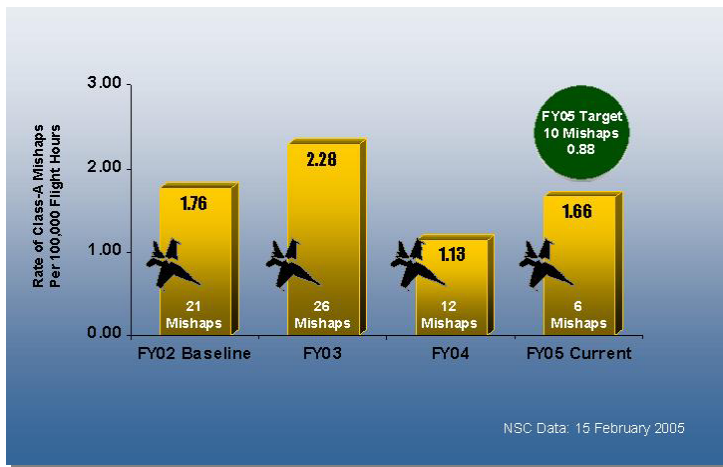
Navy Recreation/Off-Duty Fatality Rates



LEADING CAUSES OF DEATHS & INJURIES

- Drowning
- Falls
- Outdoor Recreation
- Team and Outdoor Sports
- Water Sports (personal watercraft, motorboats)

Navy Aviation Class-A Flight Mishap Rates



LEADING CAUSAL FACTORS

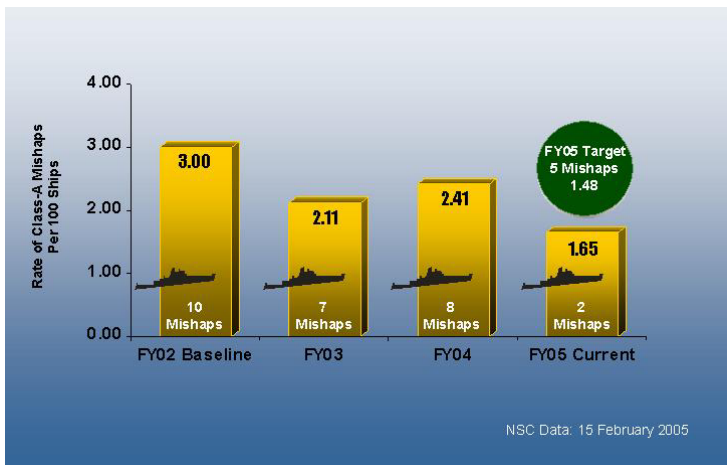
Human Error (89%)

- Aircrew (breakdown in Crew Resource Management, poor decision making, failure to properly perform emergency procedures)
- Supervisory (providing inadequate guidance and training)

Material/Systems Malfunction (11%)

Material/component catastrophic failure (no human error involved).

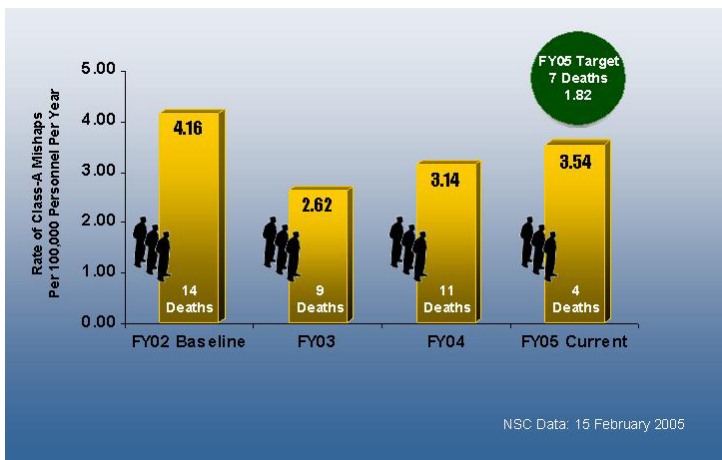
Navy Afloat Class-A Mishap Rates



Mishap investigations revealed that 48 of 51 past Afloat mishaps had human error as a major contributing factor.



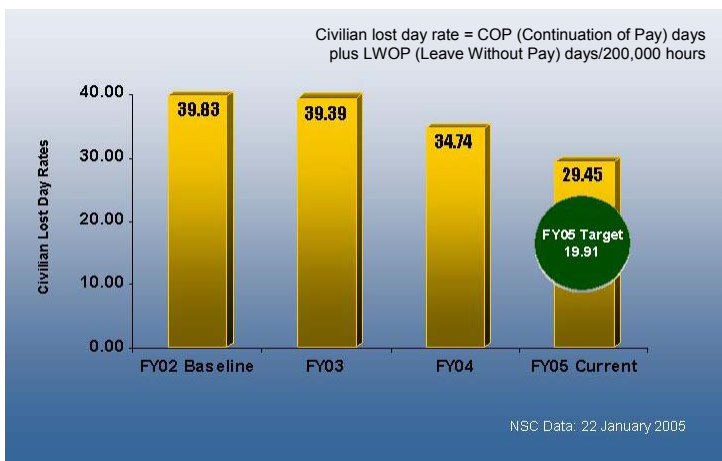
Navy Operational Shore/GMV Class-A Mishap Rates



LEADING CAUSES OF SHORE OPERATIONAL DEATHS

- Tactical Vehicles
- GMV Mishaps
- Industrial Mishaps (electrocutions, burns, falls)
- PRT

Federal Civilian Lost Day Rates



ESSENTIAL ELEMENTS TO ZERO IN ON PREVENTABLE INJURIES

Changing the safety culture is a challenge; but could be met by championing best practices.

- Ownership — Everyone owns injury prevention
- Organization — The organizational structure supports success
- Communications — Drive change by communicating
- Information Systems — We can manage what we measure

Who Is Involved?

Our 50-percent-reduction challenge is an all-hands goal. Leaders at the executive, operational, and occupational levels must aggressively implement mandatory ORM and safety training, including periodic refresher training, and make sure it is effective at all levels. They should establish command safety committees to promote safety best practices and analyze major mishap areas to determine solutions for mishap-elimination. Leaders must also emphasize accountability down to the activity level, including safety practices in fitness reports and performance evaluations.



Myriad opportunities exist to help control hazards and reduce losses as we work to reduce mishaps by 50 percent by the end of FY05 (and by 75 percent by the end of FY08). At each level of the chain of command, personnel have clear, specific responsibilities and tasks.

For example, on the deckplates, personnel are responsible for learning how to recognize hazards and protect themselves. They must speak up when things don't look right. Supervisors teach the correct way to do things. They make sure their personnel wear PPE and follow procedures.

Commanding Officers must send a clear message that safety isn't a low-priority item to be discarded when op tempo heats up. Leaders must deliver consistent, meaningful safety messages. Driving down the mishap rate requires intrusive leadership: not waiting until equipment is destroyed, or a Sailor is injured or killed. Leaders must enforce the standards, and hold people accountable for conscious infractions.



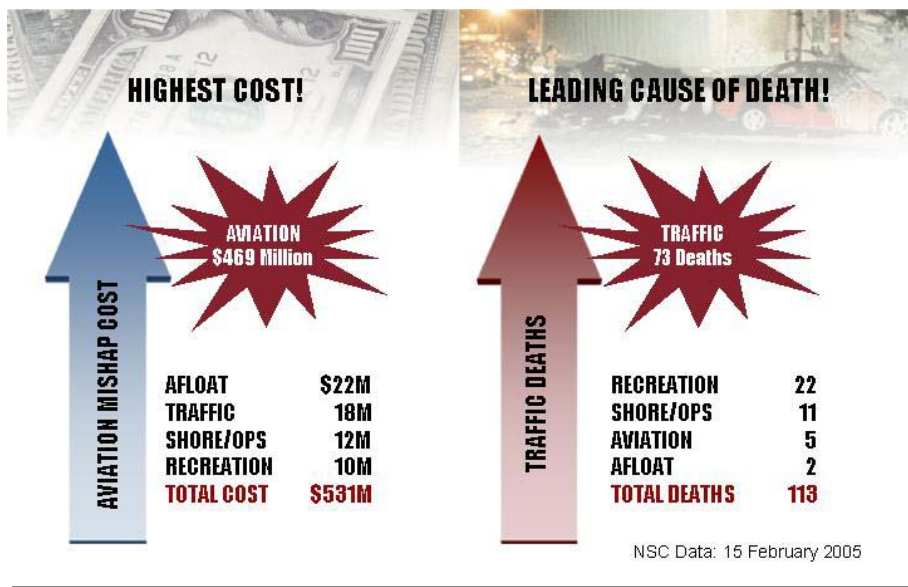


Where We Should Focus Our Efforts

While the overall safety campaign encompasses many areas, it primarily targets reducing mishaps in the three areas comprising nearly 85 percent of all Navy fatalities, injuries, and costs:

- Traffic mishaps, which are the leading cause of death for the military, accounting for 65 percent of all mishap deaths.
- Off-duty mishaps (not including private motor vehicle crashes), which cause the highest number of injuries among military members and 19 percent of the deaths.
- Aviation Class A mishaps, which account for 90 percent of the total mishap cost.
- In all communities, human error causes four out of five mishaps.

FY04 NAVY COSTS AND DEATHS



**Aviation mishap costs approached \$.5 Billion in FY04!
Mishap costs include all class A, B, C F/FR/AG mishaps.**



Leaders Must Take Every Step Necessary to Reduce and Eliminate Mishaps

The Navy Safety Campaign Plan involves leaders at all levels: executive, operational and occupational. Leaders must show they are committed to this campaign by a consistent pattern of thought, word, and action. There are many excellent programs in all areas that can help you get involved and make a difference. **What can you do?** Here are some steps taken by commands with active and successful safety programs:

GENERAL/COMMAND-WIDE

- Send regular safety messages and policies via e-mail, a website, plans of the day/ week, command newsletters, base publications, and the shipboard information, training and entertainment (SITE) TV system.
- Use marquee boards on base for special messages, such as holiday driving tips. Another means of communicating safety messages about important topics (such as drinking and driving) is to arrange a video conference for all high-risk personnel.
- Develop talking points for commanders or public affairs officers who address groups of military personnel. Use these opportunities to define standards and explain important issues, such as new drinking and driving laws.
- Develop a command mishap-reduction campaign plan that targets the leading causes of deaths and injuries. Embed the plan in the command and make it the responsibility of all hands.
- Reward commands and personnel for significant accomplishments, such as reducing traffic mishaps. Recognize them at public events.
- Develop a speakers bureau that offers subject-matter experts to speak at safety stand-downs, training sessions, and other command events.
- Work with the Naval Safety Center to help promote your programs, gather statistics, and find resources.
- Formalize a mentor program that stresses risk management from “cradle to grave.”

TOOLS YOU CAN USE

- NAVSAFECEN website main page: www.safetycenter.navy.mil. Your entry to 18,000 pages of content: news, articles, presentations, checklists, instructions, tools and more.
- Safety Awards: www.safetycenter.navy.mil/awards. Find out which awards you may be eligible for, and who the most recent winners are.
- Navy Knowledge Online: www.nko.navy.mil/portal
- Navy MWR Electronic Marquee Board: Contact your local MWR office.
- Plan of the Day Samples: www.safetycenter.navy.mil/orf/generalorm/pod



What You, As a CO, Can Do to Prevent Mishaps and Losses

TRAFFIC/PMV

TOOLS YOU CAN USE

- **Navy Traffic Safety Program Instruction**
www.safetycenter.navy.mil/ashore/motorvehicle/toolbox/instruction.htm
- **Taxi Card** – Provides service member with an alternative to driving after drinking.
www.safetycenter.navy.mil/ashore/motorvehicle/toolbox/taxicard.htm
- **Traffic Safety Toolbox** – 43 items you can use to improve your program.
www.safetycenter.navy.mil/ashore/motorvehicle/toolbox/MWR.htm
- **“Turning 21—A Rite of Passage”** – Alcohol abuse prevention program for Sailors and Marines who have just turned 21.
http://navdweb.spawar.navy.mil/fr_index.html?/files/turning21.asp
- **Army Safety Management Information System (ASMIS)** – An on-line, risk-planning tool to help supervisors and personnel manage traffic risks:
https://safety.army.mil/sign_in.asp?site=ASMIS1
ASMIS news release: www.safetycenter.navy.mil/articles/nsc04018.htm
- **“One Drink Too Many” Presentation** – Contact safe-pao@navy.mil for your free copy or download at www.safetycenter.navy.mil/presentations/ashore/motorvehicle/onedrinktoomany.htm
- **“Traffic Safety Across America” Presentation** – Download or request a copy at www.safetycenter.navy.mil/presentations/ashore/motorvehicle/traffic.htm
- **Click It or Ticket Mobilization** – National seatbelt campaign sponsored by Dept. of Transportation. www.safetycenter.navy.mil/ashore/motorvehicle/clickit
POC: bonnie.revell@navy.mil or 757-444-3520 x 7138 (DSN 564)

OFF-DUTY/RECREATION

TOOLS YOU CAN USE

- **Off-Duty and Recreation Safety Program:** The NAS Jacksonville MWR, OSH and fire department offer on-line references including hurricane preparedness, and motorcycle and fire safety. www.nasjax.navy.mil, click on “Safety” at the bottom right side of the top navigation bar.
- **Safety Instructions:** www.safetycenter.navy.mil/instructions
- **Recreation Division Resources:** www.safetycenter.navy.mil/ashore/recreation/resources.htm
- **Navy Off-Duty Recreation Checklist:**
www.safetycenter.navy.mil/ashore/checklists/default.htm#recreationNavy
- **Navy Off-Duty PMV Requirements, Roles, and Responsibilities:**
www.safetycenter.navy.mil/articles/trafficsafety.htm
- **Good Samaritan Program** – Communities can help keep Sailors and Marines safe when they're away from work. www.safetycenter.navy.mil/samaritan/default.htm
POC: danny.steber@navy.mil or 757-444-3520 x 7137 (DSN 564)
- **Safetyline** – e-Newsletter published by the Naval Safety Center.
www.safetycenter.navy.mil/safetyline
- **Critical Days of Summer Presentation** – Ideas and safety guide for off-duty activities.
www.safetycenter.navy.mil/presentations/seasonal/criticaldays.htm



AVIATION

TOOLS YOU CAN USE

- **Aviation/Aeromedical Safety Resources CD** – This “Ultimate Guide to Aviation Safety” contains instructions, manuals, checklists, presentations and videos.
www.safetycenter.navy.mil/media/approach/issues/jul02/theultimate.htm
- **Culture Workshops** – Identify hazards that could lead to human-factors-related mishaps. Focus on unit communication, trust and integrity, providing the CO with a risk-management tool. The workshops last two days and include individual discussions, facilitated workshops, and a CO debrief. www.safetycenter.navy.mil/culture
- **Command Safety Assessment** – Provides squadron COs/OICs with a survey of aircrew and maintenance personnel attitudes toward safety issues and real-time feedback on perceptions. Collects feedback about command climate, safety culture, resource availability, workload, etc. www.safetyclimatesurveys.org
School of Aviation Safety (Naval Postgraduate School) main page:
www.nps.navy.mil/avsafety
- **Maintenance Malpractice Presentation (MMP)** – Improves fleet exposure to programs, policies and initiatives. Uses pictures, slides, videos, and real-world experiences, focusing on ORM, Ground Crew Coordination (GCC) and human factors.
www.safetycenter.navy.mil/aviation/maintenance/maintmalpractice.htm
- **Aviation Safety Surveys** – Assess the overall safety posture of the command. Cover operations, training, NATOPS, aviation safety and 4790 programs. Results are released only to the unit CO. www.safetycenter.navy.mil/aviation/surveys.htm
- **Ideas from award-winning squadrons:** Local brochures, internal e-mail campaigns, training, human-factors intervention programs, and more.
www.safetycenter.navy.mil/awards/excellence04

SHIPBOARD

TOOLS YOU CAN USE

- **The Afloat Safety Climate Assessment Survey (ASCAS)** – A new tool for COs to assess their safety posture and to improve awareness onboard their vessels. www.ascas.org
- **On-site safety surveys** – Train crews to recognize hazardous conditions and procedures while noting deficiencies in safety and maintenance programs, training and qualifications, hazardous material, shipboard equipment and spaces. Surveyors also provide deckplate-level training based on assessments, as well as specific training for establishing a traffic safety program, zone inspection program, and an ORM-mishap summary. For information, e-mail safe-afloat@navy.mil
- **Ideas from award-winning ships** – Including divisional training, ORM briefings, safety debriefs, stand-downs, and lessons learned.
www.safetycenter.navy.mil/awards/excellence04



What You, As a CO, Can Do to Prevent Mishaps and Losses

SHORE/OPERATIONS

TOOLS YOU CAN USE

- **Program Assessment Guide for Safety and Occupational Health (SOH)** – Produced by the Process Review and Measurement System (PR&MS) Working Group. The Guide includes a Needs Assessment Matrix and Performance Measures Scoring Grid. Available at www.safetycenter.navy.mil/osh/shore/prms
- **Shore Fall Protection Guide** – Available for activities to evaluate the potential for falls at their activities and select the appropriate protective equipment for fall prevention. The Guide is available in PDF at www.safetycenter.navy.mil/osh/downloads/AshoreFallProtectionGuide.pdf
- **Employee Safety Culture Survey** – Shore activities can use this survey to provide a snapshot of the safety culture at their activities. The survey, which will generate reports, is available at www.safetycenter.navy.mil/culture/escs.htm
- **Basic OSH Library** – www.safetycenter.navy.mil/osh/shore/ReferenceLibrary.htm
- **Success Stories:** The Safety Center website offers detailed descriptions and photos of numerous local programs and projects that can serve as models. They include the “Risk Triangle” Training and Analytical Tool, developed by Naval Air Depot Jacksonville so that employees can assess risk factors for strain injuries. Another item is the Job Requirements and Physical Demand Surveys, which help identify ergonomic risks of prolonged standing that led to fatigue and discomfort at the Naval Medical Center San Diego Pharmacy. They introduced a “Sit/Stand Stool” that provides support of a stool while still allowing the same mobility and ability to reach as standing. Also, standardized dry dock guardrails at Portsmouth Naval Shipyard in Kittery, Maine (a project sponsored by the Naval Facilities Engineering Command Southwest) replaced the old system with a standardized, rigid railing system with top rails, midrails, and toeboards that provide maximum protection from falling into the dry dock. www.safetycenter.navy.mil/success/stories

MORE INFORMATION AND DATA AT YOUR FINGERTIPS

Below is a list of valuable tools, resources, and information that can be found on the Safety Center website and other military safety centers, Federal agencies, and other organizations we have partnered with to promote mishap-reduction efforts. As leaders, you can optimize your mishap-reduction campaign by sharing these tools and resources with your people.

• NAVAL SAFETY CENTER WEB LINKS

Navy and Marine Corps Safety Council – Includes briefs given at the recent meetings.
www.safetycenter.navy.mil/safetycouncil

Executive Safety Summary – Yearly, 10-year and 12-month statistical trends for the mishap-reduction goal categories.
www.safetycenter.navy.mil/execsummary

Safe Communities Program – Promotes injury prevention activities at the local level to solve local highway and traffic safety problems and other hazards.
www.safetycenter.navy.mil/ashore/articles/motorvehicle/safecommunity.htm



Available Tools and Resources

● NAVAL SAFETY CENTER WEB LINKS

Safety Stand-down Guide

www.safetycenter.navy.mil/afloat/surface/downloads/safetystanddown.doc

ORM Business Cards

www.safetycenter.navy.mil/orm/generalorm/businesscards.htm

● SAFETY CENTER PRESENTATIONS

Seasonal Presentations

www.safetycenter.navy.mil/presentations/seasonal

For community-specific presentations, visit

www.safetycenter.navy.mil/presentations and click on the Aviation, Afloat, Ashore and OSH links on the left navigation bar.

● VIDEO RESOURCES

Naval Safety – A collection of videos including a powerful seat-belt clip courtesy of Duval Guillaume of Brussels, safety messages from leaders, and Public Service Announcements (PSAs).

www.safetycenter.navy.mil/media/gallery/videos/message.htm

MCPON Minute – A message from MCPON Terry Scott

www.news.navy.mil/management/videodb/player/video.aspx?id=3421

Safety Videos – DAVIS/DTIS contains searchable listings and descriptions of hundreds of safety-related DOD audiovisual productions and interactive multimedia training tools.

afishp6.afis.osd.mil/dodimagery/davis/

Army Safety Videos – High-quality traffic-safety videos that address the same hazards faced by Sailors and Marines.

<https://besafe.army.mil/pages/videos.html>

“We’re Out There” – A motorcycle safety PSA produced by the Motorcycle Safety Foundation.

www.msf-usa.org/psa/culver.cfm

● MILITARY SAFETY CENTERS

Naval Safety Center – www.safetycenter.navy.mil

Marine Corps Safety Division – hqinet001.hqmc.usmc.mil/sd/index.htm

Air Force Safety Center – afsafety.af.mil/

Army Safety Center – <https://safety.army.mil/lite/index.html>

U.S. Coast Guard – www.uscg.mil/hq/g-m/gmhome.htm

*For more information about resources available on the Naval Safety Center website,
contact the webmaster at (757) 444-3520 x 7305 or log on to:
www.safetycenter.navy.mil*



● MISHAP REDUCTION CAMPAIGN RESOURCES

50% Mishap Reduction Media Kit

www.safetycenter.navy.mil/MishapReduction/mediakit

POC: derek.nelson@navy.mil or 757-444-3520 x 7243 (DSN 564)

Mishap Reduction Posters

www.safetycenter.navy.mil/media/posters/categories/mishapreduction.htmw

POC: virginia.rives@navy.mil or 757-444-3520 x 7256 (DSN 564)

"None for the Road" Prevention Packet/Idea Guide – A collection of data from various state and national agencies. Includes a booklet of ideas that can be used to promote campaigns against drunk and drugged driving.

www.abc.state.va.us/Education/none4road/none4road-02.html

POC: evelyn.odango@navy.mil or 757-444-3520 x 7312 (DSN 564)

Defense Safety Oversight Council – Established by the Secretary of Defense to provide governance on DoD-wide efforts to reduce preventable mishaps.

asafety.af.mil/AFSC/files/DSOC%20Charter%203July03.pdf

"Be Safe! Make It Home" – The Army's mishap-reduction website.

<https://besafe.army.mil/>

● REGIONAL, NATIONAL, AND FEDERAL SAFETY PARTNERS

Navy Region, Mid-Atlantic Virginia Beach Safety Storefront

<http://www.nasoceana.navy.mil/safety>

Navy Alcohol and Drug Prevention Program – navdweb.spawar.navy.mil

Lifelines Services Network – Answers for Sailors, Marines, and their families.

www.lifelines.navy.mil

National Highway Traffic Safety Administration/Department of Transportation

www.nhtsa.dot.gov

National Safety Council – www.nsc.org

National Institute on Alcohol Abuse and Alcoholism

www.niaaa.nih.gov/index.htm

Street Smart Paramedics – www.safeprogram.com

Mothers Against Drunk Drivers – www.madd.org/home

Motorcycle Safety Foundation – www.msf-usa.org

ATV Safety Institute – www.atvsafety.org

The John R. Elliott Foundation ("Be A Hero. Be A Designated Driver.")

www.herocampaign.org/

Statistics – Forces Comparison – FY05 Goal vs. Current Status

	AIRLANT (# / rate)	AIRPAC (# / rate)	SURFLANT (# / rate)	SURFPAC (# / rate)	SUBLANT (# / rate)	SUBPAC (# / rate)
Aviation (per 100K flight hrs)	5 / 1.57	2 / 0.57	N/A	N/A	N/A	N/A
	4 / 4.66	2 / 2.33	N/A	N/A	N/A	N/A
Afloat (per 100 ships)	0 / 0	.5 / 8.34	2 / 1.72	1 / 1.24	0 / 0	1 / 4.29
	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Shore/Operations (per 100K personnel)	.5 / 1.21	0 / 0	.5 / 1.21	0 / 0	0 / 0	0 / 0
	0 / 0	0 / 0	0 / 0	1 / 20.73	0 / 0	0 / 0
Recreation/Off-Duty (per 100K personnel)	2 / 4.82	2 / 4.34	1 / 3.63	1 / 2.56	0 / 0	1 / 14.64
	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Traffic (per 100K personnel)	4 / 10.85	8 / 18.45	5 / 13.31	3 / 7.68	1 / 11.45	1 / 14.64
	0 / 0	3 / 53.06	1 / 19.05	1 / 20.73	1 / 90.86	0 / 0



FY05 goal

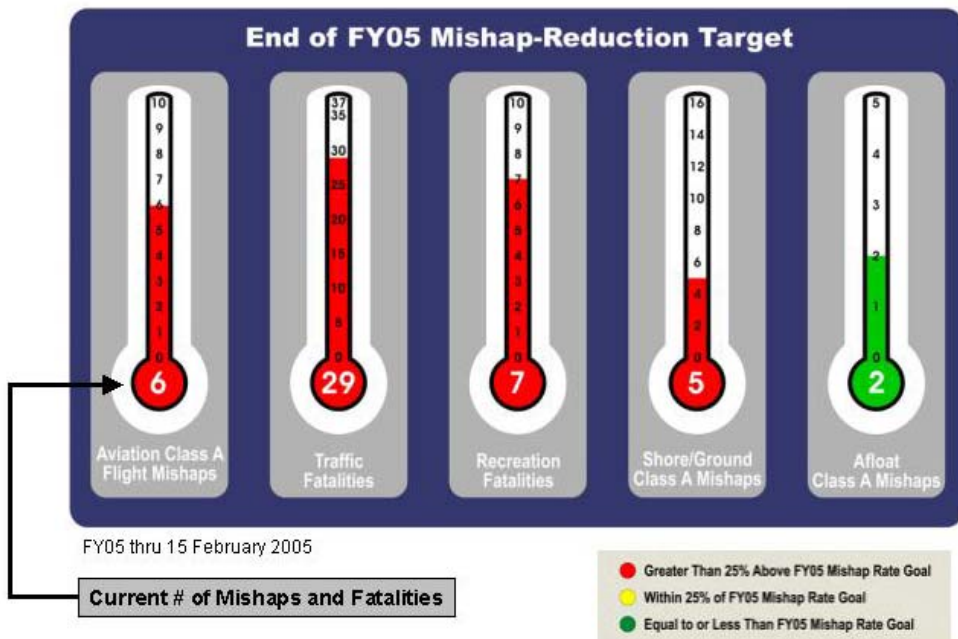
Status through 21 February 2005

	BuMed (# / rate)	NavAir (# / rate)	NavSea (# / rate)	NETC (# / rate)
Aviation (per 100K flight hrs)	NA	1 / 3.70	NA	1 / 0.27
	NA	0	NA	1 / 7.0
Civilian Lost Day Rate (rate only, as of 05 Feb 2005)	11.97	18.70	33.43	9.79
	14.17	25.09	21.04	1.57
Shore/Operations (per 100K personnel)	.5 / 11.55	.5 / 18.50	1 / 21.78	1 / 2.21
	0	0	0	1 / 6.23
Recreation/Off-Duty (per 100K personnel)	0	.5 / 18.50	0	5 / 1.10
	0	0	0	1 / 6.23
Traffic (per 100K personnel)	1 / 23.10	0	1.5 / 32.66	4 / 8.84
	1 / 55.98	1 / 91.57	0	2 / 12.46



Where We Are

Good programs exist and have produced some good results, but there is still lots to be done and many challenges to face. Here's a close look at where we stand today.



Navy-wide challenges – There is still lots to be done!

- Encourage Culture Change
 - Leadership involvement necessary
 - Reactive vice proactive
 - Report class B and C mishaps
 - Make safety a high priority
- Eliminate or Reduce Highest Cost, Fatalities, Injuries: Aviation, PMV and Recreation/Off-Duty
- Implement Improved Reporting Process & Analysis
- Improve Performance Metrics for Mishap Reduction
- Eliminate or Reduce Top Causal Factor of Mishaps: Human Error (85%)
- Emphasize Accountability and Responsibility: Traffic and Recreation
- Provide funds needed for safety programs

Our Goals for the Future of Navy Safety

This campaign aims to reduce mishaps by 50 percent at the end of FY05, and further to reduce them 75 percent by FY08 (all based on an FY02 mishap-rate baseline). Service-wide, these mishap-reduction goals are measurable. However, local commands must establish their own measurable goals, and develop timelines for taking actions.

Another way to look at the ultimate goal is the creation of a culture in which Sailors manage risks 24 hours a day, seven days a week, at work or at play. This culture will no longer accept mishaps as the cost of doing business.



**Navy Safety Campaign Plan 2005-2006
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To obtain a CD version of this booklet, contact the
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